

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Astrakhan Oblast)	REPORT NO.	[REDACTED]
SUBJECT	Ship Construction and Repair Facilities at Astrakhan	DATE DISTR.	8 April 1953
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1. The river port city of Astrakhan is a fairly important oil transshipping center located near the mouth of the Volga River; it contains numerous small shipyards, which mostly repair oil-carrying vessels and tugs. [REDACTED] listed this port's main enterprises below.

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2. The Ship Construction Yard imeni Kirova was located on the south bank of the Bolshaya Bolda, a branch of the Volga, on the eastern side of Astrakhan between the Oil Base and the Fishing Kombinat imeni Friedrich Engels [See Plan (A), Point #1]. Its frontage on the river extended for some eight to nine thousand meters. This yard was engaged primarily in the construction of 80- to 100-ton vessels for the fishing industry, and metal-hulled tugs. These tugs had a length of about 28 meters, a width of four meters, and a height of about two meters, and were diesel-powered; their engines were manufactured either in Kolomna (N55-10, E38-45) or Gorkiy, and were rated from 30 to 60 hp. The tugs had below-deck crew cabins, forward and aft, each for four men. Amidships was the wheelhouse; the mast was immediately forward, and the engine room just aft of the wheelhouse. Approximately 25 of these tugs were constructed in a year, in addition to 10 vessels of other types, and some repair work on vessels of the fishing kombinat. The enterprise employed about 1,200 workers, the number varying from more during the winter months to fewer during the navigation season. The yard had no rail connection with the main line, and all its supplies were brought either by ship or truck. [REDACTED] noticed no large cranes or outstanding features, with the exception of a fitting-out basin in the center of the yard. The area was guarded by members of the 9th Detachment of the VOkr (Militarized Guard), River Fleet; they numbered about 25, and used dogs. [REDACTED]

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3. The Ship Repair Works imeni 3rd International, a prewar yard, was managed by the Volgatanker Shipping Company and was located a little north of Morskoy Island on the west bank of the Volga /Plan (A), Point #27. The frontage extended about one km along the Volga River and was about 250 m in depth. To the north was a workers' settlement and an extensive oil tank farm /See Plan (A), Point #2b/. The yard was used to repair oil carrying vessels of the Volgatanker, mostly barges, of which the company operated 30, ranging from one thousand to nine thousand tons. It also overhauled about 20 lighters and small vessels per year. The gross monetary output was about 13 million rubles a year. The yard employed an average of 1,700 workers, and possessed the largest slip in Europe, which was 250 m in width and 200 m in depth. The slip was equipped with marine rails (number unknown). The vessels to be repaired were either pulled out of the water bow first or broadside. At one time [REDACTED] 25X1X at least five large oil tank barges being worked on simultaneously. The yard was equipped with the following apparatus:

- (a) One 40-ton floating crane;
- (b) One 20-ton floating crane;
- (c) Three 10-ton stationary portal cranes;
- (d) About four three-ton auto cranes, type ZIS-5;
- (e) From six to eight three-to five-ton overhead traveling cranes in the shops. For inner-yard transportation, there was a narrow-gauge railroad, but all supplies were received by water or truck. Members of the 7th Detachment of the Vokhr, River Fleet, furnished the guard and fire protection personnel, and its 90 members were billeted in barracks in the workers' settlement. /The date of the information on this yard is May 1951./

4. The Ship Repair Works imeni Karla Marks was located on the Peschanaya Kosa on the peninsula referred to as "Eling" on the east bank of the Volga River, and was operated by the Ministry of the Merchant Marine /See Plan (A), Point #3, and Plan (B)/. The yard fronted about 550 m on the river, and had a depth of about 250 m, or almost all the way across the peninsula. [REDACTED] 5X1X the Director was Engineer Captain 1st Rank (fnu) Verenikin. The yard served the needs of the Astrakhan Directorate of the Roadstead Technical Fleet. This yard was used only for overhauling craft belonging to the above-named directorate, such as pump and bucket dredgers, tugs, and barges. In an average year they overhauled or repaired about 10 dredgers, 20 tugs of from 200 to 600 hp, and about 30 barges. An average of 750 workers was employed there, working a single eight-hour shift. The regular employees were supplemented during the winter by the crews of inactive vessels. The working area fronting the river was not equipped with rails, and had only plain earth for the surface of the slip. The vessels were pulled onto the beach by capstans. The various shops were equipped, at the end of WW II, with very old equipment, but later many newer metal-working and other machines of German make were added. The yard was equipped with the following lifting equipment:

- (a) One 50-ton floating crane;
- (b) One 40-ton floating crane;
- (c) One eight- or nine-ton portal crane;
- (d) Two three-ton mobile auto cranes, type ZIS-5;
- (e) Five shop cranes, capacity to five tons.

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The area was guarded by about 20 members of the 8th Detachment of the VOKhr, Merchant Fleet, and was surrounded by a wooden fence 2 1/2 m in height. Following is a list of buildings of this yard [See Plan (B)]: In the northeast corner was a two-story brick office building [Point #1]. To the south was the mechanical and assembly shop, about 8 1/2 m high, of brick; this building housed metal lathes and the blacksmith shop, which was equipped with one overhead crane [Point #3]. This shop was about 12 m high and was made of brick. Next was placed the power station, which furnished power and steam for yard operations [Point #4]. On its southern end was a 12 m high metal stack. In the northwest corner, near the river, was an eight m high brick warehouse [Point #5]. The next structures to the south were two brick buildings, both eight m high, and joined together, which housed the paint [Point #6] and carpenter shop [Point #7]. The electrical [Point #8] and the heavy metal and boiler shops [Point #9] were brick and about eight m in height; the latter was equipped with a crane. The last structure in the southwest corner was the iron foundry, also brick, one-storied and equipped with a crane [Point #10]. All workers entered through a gate facing Ulitsa Peschanaya Kosa [Point #11] and, as far as is known, no spur tracks ran into the yard enclosure.

5. The Ship Repair Works imeni Uritskogo was managed by the Ministry of the River Fleet and was located at Dzerzhinskogo Ulitsa 9, just north of the mouth of the Kitum River on the east bank of the Volga River [See Plan (A), Point #4]. This yard repaired passenger and freight vessels of the river fleet and had an annual income of about eight million rubles. With a working force of 700 or 800 people, the yard repaired about 50 vessels of all types during a given year. This yard was believed to be in operation prior to WW II; it was equipped with the following items of lifting apparatus:

- (a) One nine to 15-ton floating crane;
- (b) Two portal cranes with rated capacity up to eight tons;
- (c) Three three-ton auto cranes, type ZIS-5;
- (d) Five shop cranes of from three to five tons' capacity.

The guard personnel consisted of about 20 personnel from the 9th Detachment of the VOKhr, River Fleet. This yard apparently lacked spur lines and materials were delivered by water or truck.

6. The Ship Repair Works imeni Lenin was run by the Volgatanker Shipping Company and was located a little north of Zayachiy Island on the west bank of the Volga River [See Plan (A), Point #5]. The yard was reconstructed after the war and did approximately 11 million rubles of work a year. This yard repaired the Volgatanker Fleet, and was capable of overhauling about 40 vessels a year, mostly tugs. Its work was complemented by the 3rd International Yard. It employed an average of one thousand workers and, like most of the others, was supplied only by river and auto transport. There were in the yard the following items of lifting equipment:

- (a) One floating crane of approximately nine tons' capacity;
- (b) One nine-ton shore portal crane;
- (c) Two three-ton mobile auto cranes, ZIS-5 type;
- (d) Six shop cranes of up to five tons' capacity.

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7. The Ship Repair Works men1 10th Anniversary of the October Revolution was run by the Reydtanker Shipping Company and was located on the eastern side of Zayachiy Island facing the Volga River See Plan (A), Point #6. All other reference numbers in this paragraph refer to Plan (C). In June 1951, the Director was Engineer Captain 1st Rank Nikolay N. Nikolayev; the Chief Engineer was Engineer Captain 2nd Rank Osir A. Prussman. This yard was generally occupied with the repair of oil barges and tugs belonging to Reydtanker. In a given year the yard repaired or overhauled about 50 barges, 10 tugs, and 20 miscellaneous vessels. The yearly income was approximately 13 million rubles. The yard slip was able to handle craft up to five-thousand-ton barges. The yard employed an average of 1,050 workers; guard functions were performed by 30 men (using dogs) of the 8th Detachment of the VOKhr, Merchant Fleet. The yard was equipped with the following pieces of lifting equipment:

One 40-ton floating crane;

One five-ton floating crane;

One shore portal crane;

Seven or eight ship cranes;

Two three-ton mobile auto cranes, ZIS-5 type.

- (a) This yard was considered the most important in Astrakhan. In addition to being supplied by water and auto transport (the latter crossed the Volozhka River by a wooden bridge) it was the only yard known to have had a rail spur track. This spur line, built after the war, originated at a timber loading dock in the southern enclosure of the yard. The line ran westward, crossed a pontoon bridge over the Volozhka River and joined the main line five or six km from the Volga. During WW II, this yard was utilized for the repair of tanks and warships, and in 1950 work was started on complete reconstruction and modernization. This work was being done by a special organization called the Construction Directorate of the Ministry of the Merchant Marine Number 1, whose office was located on the Volozhka River See Point #29, and by June 1951 it had completed 40 per cent of the assigned work. When completed, the yard will span the island and have the world's largest slipway.
- (b) The first row of buildings along the Volga See Plan (C), from north to south, was the steam power plant Point #1, which was equipped with two coal-burning steam boilers used for heating purposes and to operate the steam-powered machines of the yard. The plant tower was 20 m in height and of brick, and a smaller metal stack extended five to seven m higher. Attached to the side of the tower building was an eight m brick building, which housed the boilers. Next was the steel rolling and bending shop, which was 20 x 12 x three m; it had a wooden roof and no sides See Point #2. This shop had no crane, only hand-operated winches. To the south was a six-by-three-by-2½ m-high brick office building Point #3. The next building was a long wooden warehouse for steel plates, etc; dimensions: 60 by eight by three m Point #4. At the water's edge, opposite the warehouse, was a large, former German floating dock Point #5. The capacity of this dock was about five thousand tons; it had four cranes, one on each end of the side walls, each of three tons' capacity. This dock, when brought from Leningrad in 1948 or 1949, was cut in half and later joined. The dock's length was about 120 m; the side walls were about 11 m high. Next to the

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dock was moored another, smaller drydock, of Soviet make, about 40 to 50 m in length See Point #6. Between the two docks was a small wooden wharf Point #7. In the western row were the following structures: first, a small dining room for apprentice workers Point #8. Next to it was an old, incomplete ship hull (future use unknown) Point #9. Next was the foundry foreman's office Point #10, a scrap metal crusher (pile driver type) Point #11, and a coke bin Point #12. The next building was the foundry and casting shop with a five-ton overhead traveling crane and a furnace Point #13. Its dimensions were about 40 x 30 x 10 m; it was constructed of brick. The iron forge Point #14 was of brick, 40 x 12 x 15 m and with a five-ton overhead traveling crane. The boiler shop Point #15, also of brick, 60 x 15 x 15 m, was also equipped with a five-ton traveling crane. To the south was a large brick building housing the yard offices and the assembly shop Point #16. The dimensions were 80 x 50 x 15 m, with the office section divided into three stories. The assembly section was equipped with two overhead traveling cranes, of either three or five-ton capacity. The electric and welding shop Point #17 was in a brick structure, 30 x 10 x four m. Near the gate See Point #28 stood a small guard house Point #21. Near the western fence of the old section of the yard stood the oxygen shop, a 15 x nine x four m brick building Point #22. In the corner was the electric power station, equipped with three Ingersoll, 200 hp, diesel engines See Point #23. This building measured about 60 x 20 x 18 m. In an enclosure to the south of the main yard area, into which the spur track ran, was the wood working shop Point #24. Of brick construction, the building measured 60 x 30 x 15 m and was equipped with one shop crane. Outside the gates See Point #26 stood a bakery Point #27 and the workers' dining room and store See Point #28.

8. The Ship Repair Workshops, Number 55, was a reconverted oil barge. It was located at the eastern bank of Zayachiy Island in the Volga River, approximately midway between the Ship Repair Works imeni 10th Anniversary of the October Revolution and the Shipbuilding Yard of the Merchant Marine. See Plan (A), Point #7 and Plan (D). All other reference numbers in paragraphs 8, 9, and 10 refer to Plan (D). The barge (number 55) was tied to the dock with steel hawsers and its workshops had been in operation since 1943. On board the barge were located four structures, two of which were offices, and two workshops. The forward structure, located on the bow, contained the office of the planning section and the pay office Point #17. The next structure aft of the planning office and forward of amidships, was the mechanical workshop Point #27. In the mechanical workshop and on the starboard side was a small office of the mechanical workshop Point #37. Aft of the mechanical workshop was a structure containing three offices. On the starboard side of this structure was the office of the superintendent of the workshops which were located on the three barges, #55, #27, and #53 See Point #57. The assistant superintendent's office was adjacent to the superintendent's and the secretary's offices and ran athwartships See Point #67. On the stern of the vessel was a boiler workshop Point #17. The length of this barge was approximately 120 m, its beam was approximately 12 m, and its draft about 2½ m. In the hold of the barge was a diesel-operated electrical power station which supplied electricity for three barges, #55, #27, and #53, and for their workshops. Also in the hold of barge #55 was the heating plant which provided heat for the workshops and offices aboard the barges.

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9. Ship Repair Workshops, Number 27. On barge #27, which was tied up alongside the starboard side of barge #55 with steel hawsers, were two structures. Each structure was divided by an athwartships bulkhead, creating two workshops in each. The forward section of the forward structure was the electrical workshop [See Point #1a]. In the after section of the forward structure was the mechanical and assembly workshop [Point #2a]. In the forward section of the after structure was a boiler workshop [Point #3a]. In the after section was the forge [Point #4a]. Barge #27 was approximately 110 m in length, and had a beam of about 12 m.
10. The Ship Repair Workshops, Number 53, was barge #53, which was located south of barge #55, and starboard side to the dock [See Plan (D)]. On this barge were two structures and a motor cutter. The forward section was the woodworking shop [Point #1b]. Aft was a motor cutter (type YUG) [See Point #2b]. The after superstructure housed the metal scrap workshop, in which scrap metal was reworked to be reused in the repair work [See Point #3b]. The length of barge #53 was approximately 100 m, its beam about 10 m. On the shore alongside the barges, on Zayachiy Island, was a warehouse [Point #8]. This warehouse was the material and technical warehouse in which one section was utilized as a garage for a three-ton truck, type ZIS-5. This building served the storage needs of the barge workshops. The managing agency of these workshops [listed in paragraphs 8, 9, and 10] was the Roadstead of Astrakhan State Petroleum Shipping Company of the Merchant Fleet, (Astrakhanskoye Gosudarstvennoye Neftyenalivnoye Reydivoye Parokhodstvo "Reydtanker" Ministerstva Morskogo Flota). Sea-going tugs were repaired and preventive maintenance checks were made at these workshops. These workshops were capable of repairing transports and tankers of a larger size even than the sea-going tugs on which they had been doing repair work. It was known that they had done repairs on the tanker KALININ, which has a cargo capacity of 800 tons and whose propelling machinery power was 400 hp. These workshops had also worked on the cargo-passenger vessel TELMAN, whose gross weight was 2,500 tons and whose propelling machinery power was between 1,500 and 1,800 hp. (The actual type of repairs done on these two vessels was not known.) The workshops could also build motor cutters with a length of about 10 m, a beam of three m, and a draft of one m if the need arose. There were approximately 200 workers employed in the workshops of the barges, plus about 40 more doing administrative work in their office spaces. The three workshops had a total of four 1500 kg differential hand-pulley cranes. The workshops were supplied by truck and water. They received their supplies and material through their own supply section, which was a part of the Shipping Company Reydtanker. The security of the workshops area was maintained by six men from the shipping company Reydtanker, who stood watches in three shifts a day, two men on watch during each shift. These guards were unarmed. The 8th Detachment of the VOKhr provided security against fire and manned the necessary equipment in event that a fire broke out in the workshop area. The most recent expansion to the workshops was the addition of barge #27 in 1950. The quantity of repairs completed on the vessels by the repair workshops averaged an equivalent amount in monetary value of three million rubles per annum. The Superintendent of the Ship Repair Workshops was Engineer-Captain 3rd Rank, Merchant Marine, Mikhail A. Zavarin; he was about 38 years old, weighed about 70 kg, height approximately 170 cm. His assistant was Chief Mechanic-Technician Lieutenant, Merchant Marine, Mikhail Ya. Lendin. The Main Accountant of the Administrative Service of the Merchant Marine was Lieutenant Zinayda Kozlova (female). The Chief of the Planning Section was Lieutenant of the Administrative Service of the Merchant Marine Yelena D. Panasyuk (female). The Chief of the Pay Office was Technician Lieutenant of the Merchant Marine Dmitriy Ronikov.

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11. The Shipbuilding Yard of the Merchant Marine was located on the southernmost part of Zayachiy Island /See Plan (A), Point #8/. The managing agency of this yard was the Chief Directorate of the Machine Construction Industry of the Merchant Marine. This yard served the needs of the Astrakhan and the Caspian Dry Cargo Shipping Company (Kaspiot). The shipyard was building wooden launches, also wooden schooners equipped with both sail and motors. The cargo capacity of the schooner was 100 tons and the motor was of 150 hp. The shipyard also built reinforced concrete barges which were used for the transfer of dry stores and of oil from large ships unable to enter the port of Astrakhan because of their draft. The cargo capacity of these barges was one thousand tons. The shipyard also did repair work on ships of the Merchant Marine (size and type unknown). The number of workers employed in the yard was about 250. Also 40 more persons were employed as office employees, draftsmen, and secretaries. The following were the types and numbers of cranes used in the yard:

- (a) One five-ton shore crane;
- (b) One three-ton truck crane (ZIS-5);
- (c) Four five-ton electric shop bridge cranes.

Supplies and materials were delivered to the shipyard by trucks and by water. The shipyard had a supply section which received these supplies and material through the office of the Merchant Marine which was located in Moscow. The 8th Detachment of the Vokhr supplied a security detachment of 15 men for the yard. The shipyard was originally located in Astrakhan; however, this location was in the path of the right of way of a railroad bridge which was constructed across the Volga River, so that the yard was forced to move to Zayachiy Island. The railroad bridge was scheduled for completion in 1952. The Director of the Shipyard was Engineer Captain 3rd Rank, Merchant Marine, Leonid N. Somov; his age was about 58 years, height approximately 165 cm, weight about 85 kg. Up to the year 1947, the yard built only launches; in 1947, however, they began to construct schooners and also concrete barges.

12. The Ship Repair Workshops imeni Artema Sergeyeva were located on the northern part of Zayachiy Island /See Plan (A), Point #9, and Plan (E). All references to numbers in this paragraph refer to Plan (E)7/. In the southeast corner was an old, unused oil tank /Point #17/. To the north were located the following structures: the power station /Point #2/, the boilermaker shop /Point #3/, the electrical shop /Point #4/, the mechanical and assembly shop /Point #5/, the woodworking and paint shop /Point #6/, and, last, in the northeast corner, were the shop offices /Point #7/. Tied along the river, on the eastern side of the yard, was a steam-supply vessel /Point #8/ and an old floating dry-dock /Point #9/. The floating dry-dock was made of wood, had a length of about 60 m, a beam of about 13 m, and a height of about 3m. At the after end of the dock, set on a platform built across the dock opening, was a small structure housing the electric motor and centrifugal pumps. It was made in USSR and was very obsolete. The managing agency of these workshops was the Astrakhan Regional Administration of the Volga River Freight-Passenger Shipping Company (VGPRP). The shops made repairs on the vessels of the River Fleet and on small river tugs. Repairs were made on both steam-propelled and diesel-driven vessels, as well as on propeller and on paddle wheel vessels. If the need arose, these shops could also repair naval cutters of the MORSKOY OKHOTNIK type. The workshops employed approximately 240 people. The following items of lifting equipment were in use in the shops:

- (a) One three-ton crane, mobile (ZIS-5);

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- (b) One one-ton boom crane;
- (c) Four three to five-ton cranes.

The workshops were supplied by truck and by water. Security was maintained by 15 men from the 9th Detachment of the VOkhr; these men were armed.

13. The Ship Repair Plant imeni Stalin was located on the eastern shore of the Volga River, in the Tsareva region on the shore of Zolotoy Zaton, and just south of a lumber mill /See Plan (A), Point #10/. The managing agency of this plant was the Volga Oil Shipping Company of the Ministry of the River Fleet (Volgatanker). The plant did repair work on tugs and river vessels whose rated power of propelling machinery did not exceed 1,000 hp. Repairs on oil transfer pumps, whose capacity of pumping was between 200 and 900 tons per hour, were also done at this plant. On the average, between 20 and 25 oil transfer pumps were repaired each year. The wartime capabilities of this plant include repairs on destroyers and ships of similar displacement and draft, and also tanks (army armored vehicles). Approximately 800 people worked at this plant, which had a production output equivalent to eight million rubles a year. The following is a list of cranes that were located at this plant:

- (a) One 10-ton floating crane;
- (b) One 10-ton shore crane;
- (c) Six five-ton shop cranes;
- (d) Two three-ton truck cranes (ZIS-5).

The Stalin Plant was supplied by truck and by water, receiving supplies and material through the supply section of Volgatanker. The area was guarded by the 7th Detachment of VOkhr, which comprised approximately 35 men. (This unit also manned the fire apparatus in case of fire.) The plant was built around 1932 and since then had had no expansion of facilities.

14. The Zavod Ryb-Sudomotor was located in Astrakhan in the Eling Area at #8 Babayeva Ulitsa /See Plan (A), Point #11/. This plant was subordinate to the Volga-Caspian State Fishing Corporation of the Chief Directorate of the Caspian Fishing Industry of the Ministry of Fishing Industries (Volga-Kaspiyskogo Gosrybtresta Glavkaspyb-proma - MRP). This plant was engaged in making small steel fishing tugs which were about 20 m in length, had a beam of about three m and a draft of approximately one m. Repairs were also made on the vessels of the fishing fleet. About 500 workers were employed at this plant. Supplies came by truck and water; however, in case of emergency, it could also be supplied by trolley.
15. All the shipyards and like enterprises in Astrakhan were guarded by members of the VOkhr (Voenizirovannaya Okhrana). Both the Merchant Marine and River Fleet had such units, one being designated VOkhr, Merchant Marine, and the other VOkhr, River Fleet. The headquarters of each organization were directly subordinate to the respective ministries in Moscow. Each guard unit was divided into a certain number of detachments (otryad) and each detachment given a number designation and an area of responsibility. The detachments were further subdivided into companies referred to as divisions, platoons, and sections. In Astrakhan there were two detachments or sub-detachments of the VOkhr, River Fleet—the 7th and the 9th.

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The 7th VOKhr was assigned to Volga tanker installations, and the 9th to passenger traffic and miscellaneous shops and landings. The 8th VOKhr detachment (Merchant Marine) maintained barracks on Zayachiy Island and furnished guards for the Karl Marks Yard and other installations managed by the Ministry of the Merchant Marine. The members of these detachments were mostly armed with rifles, although some guards carried pistols or automatic rifles. The headquarters of the VOKhr detachments located in Astrakhan were, [REDACTED] located elsewhere.

Plans:

- (A) Astrakhan Area
- (B) Karl Marx Works
- (C) Ship Repair Works imeni 10th Anniversary of the October Revolution
- (D) Ship Repair Workshops #55, #27, and #53
- (E) Ship Repair Workshops imeni Artema Sergeyeva

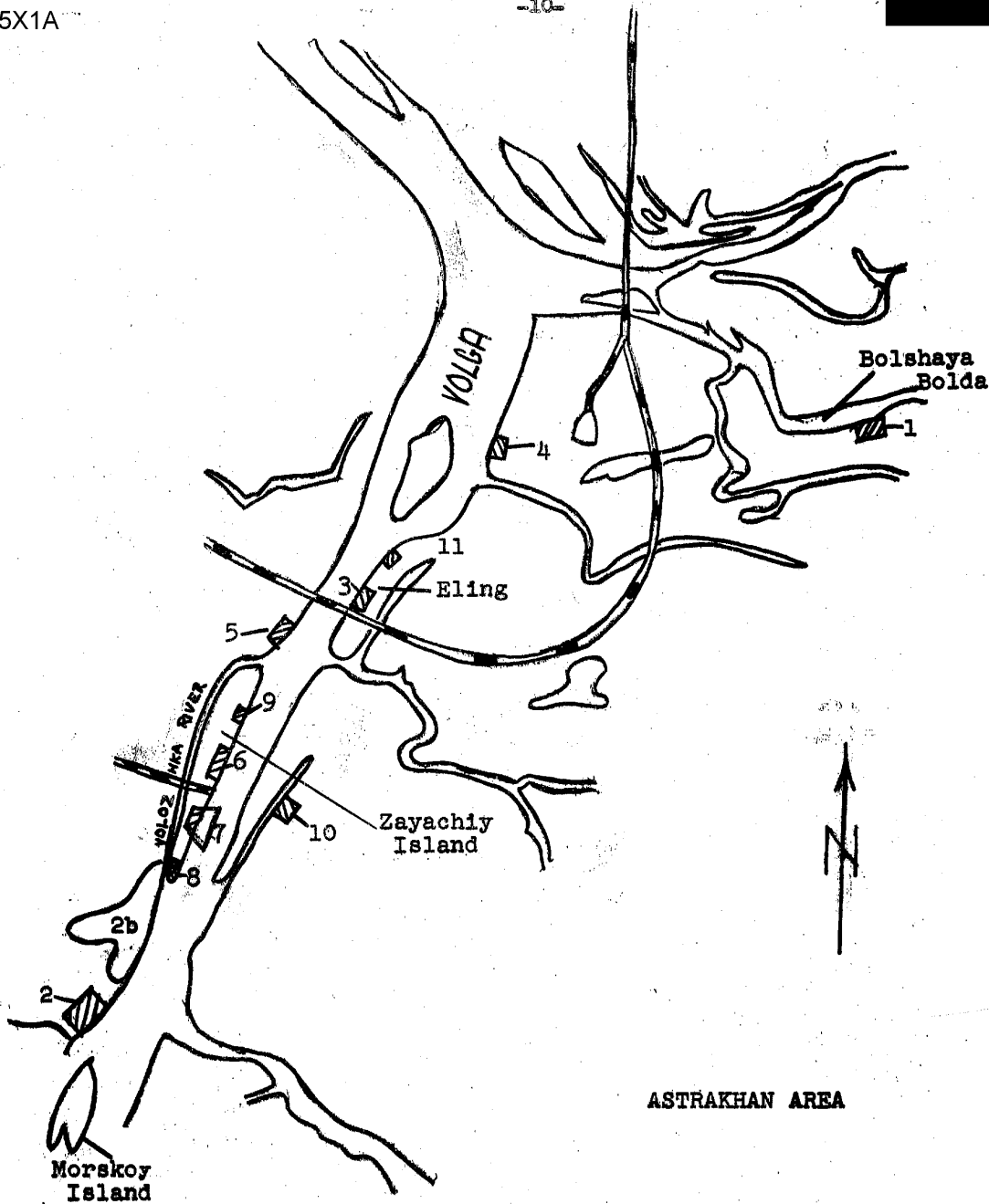
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PLAN (A)

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ASTRAKHAN AREA

Legend

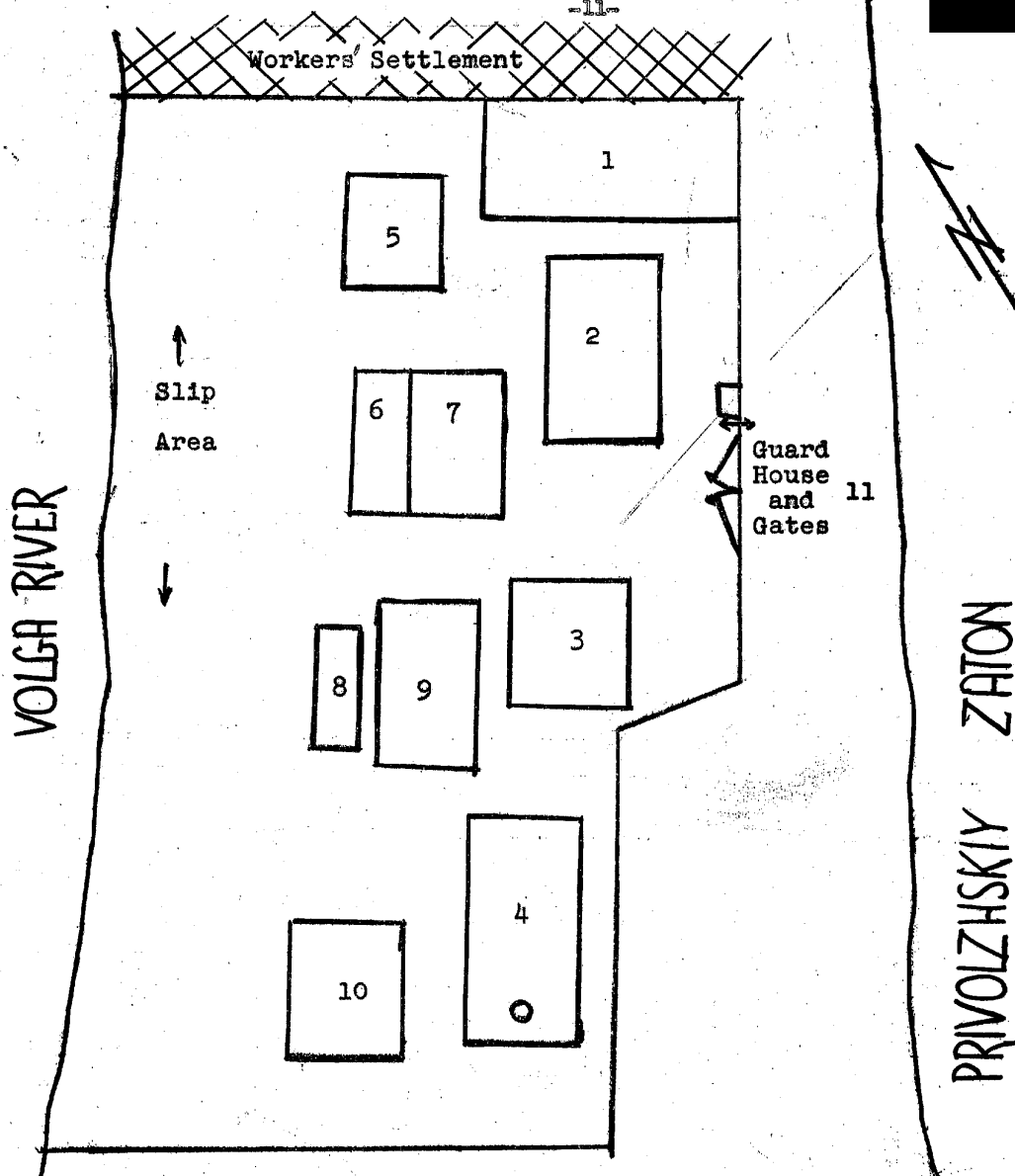
1. Ship Construction Yard imeni Kirova
2. Ship Repair Works imeni 3rd International
- 2b Workers settlement and oil tank farm
3. Ship Repair Works imeni Karla Marksa
4. Ship Repair Works imeni Uritskogo
5. Ship Repair Works imeni Lenina
6. Ship Repair Works imeni 10th Anniversary of the October Revolution
7. Ship Repair Workshops Numbers 55, 27, and 53
8. Ship Building Yard of the Merchant Marine
9. Ship Repair Workshops imeni Artema Sergeyeva
10. Ship Repair Factory imeni Stalina
11. Zavod (Factory) Ryb-Sudomotor

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PLAN (B)

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Legend

1. Office building
2. Mechanical and assembly shop
3. Pipe and blacksmith shop
4. Power plant
5. Warehouse
6. Paint shop
7. Carpenter shop
8. Electrical shop
9. Heavy metal and boiler shop
10. Iron foundry
11. Main gate

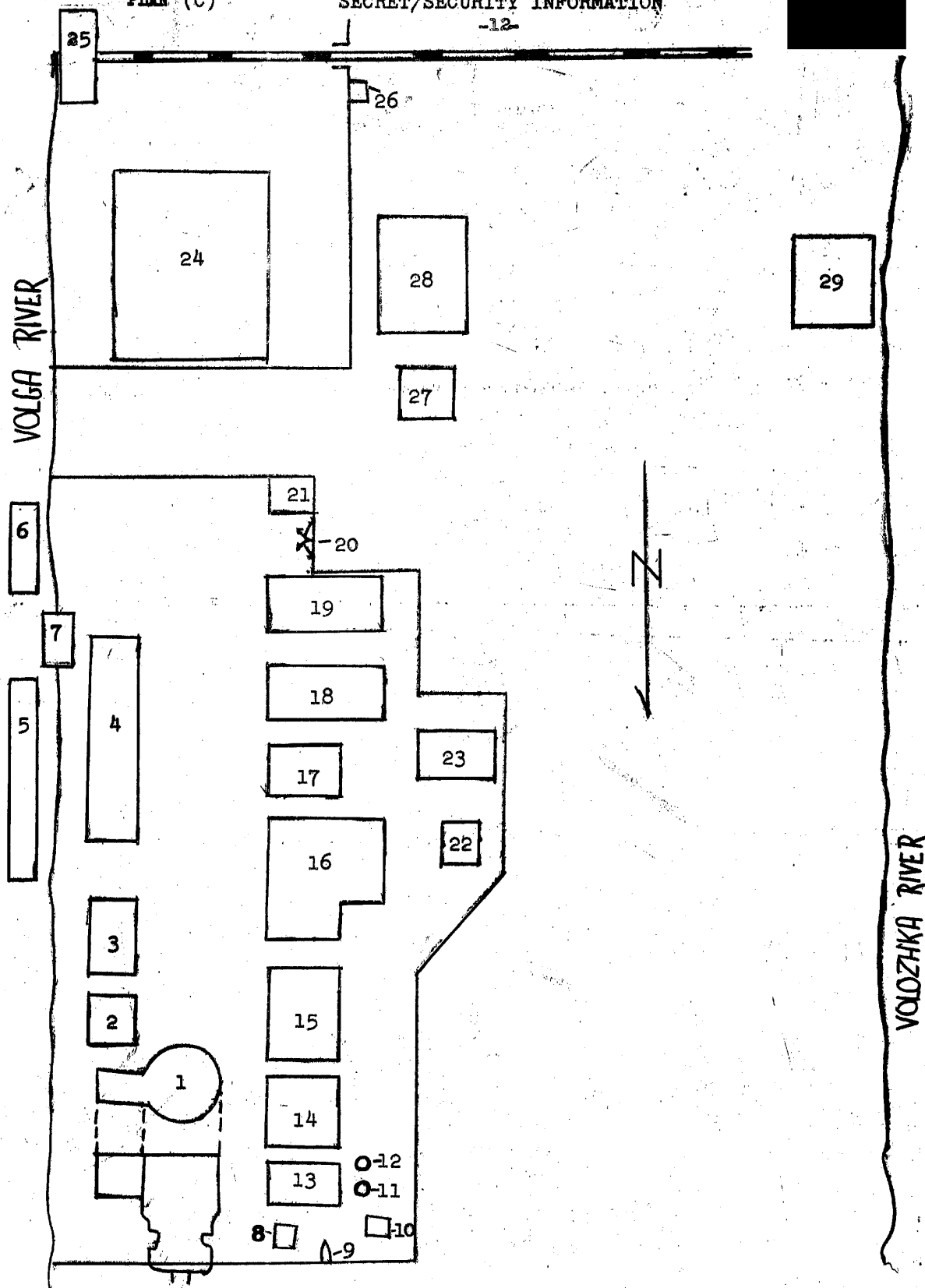
KARL MARX WORKS
(not to scale)

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PLAN (C)

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Sketch of Ship Repair Works in the 10th Anniversary of the
October Revolution (not to scale)

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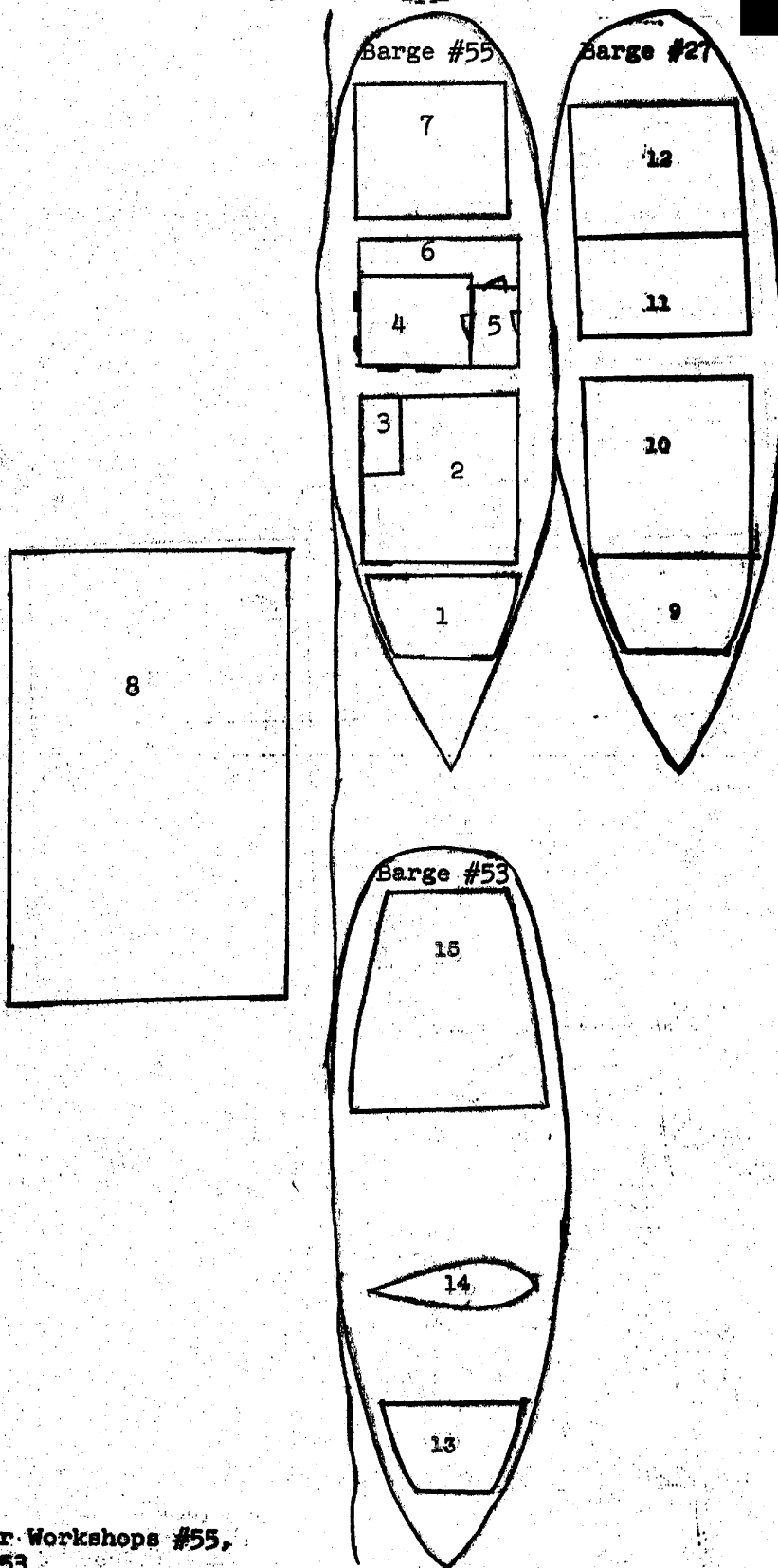
1. Steam power plant
2. Steel rolling and bending shop
3. Office building
4. Warehouse
5. Former German floating dock
6. Small floating dock
7. Wooden wharf
8. Dining room for apprentice workers
9. Old ship hull
10. Foundry foreman's office
11. Scrap metal crusher
12. Coke bin
13. Foundry and casting shop
14. Iron forge
15. Boiler shop
16. Yard offices and assembly shop
17. Electric and welding shop
18. Paint and carpenter shops
19. Warehouse
20. Main gate
21. Gate guardhouse
22. Oxygen shop
23. Electric power station
24. Woodworking shop
25. Timber loading dock
26. Main gate to the southern enclosure
27. Bakery
28. Workers' dining room and store
29. Offices of the Construction Directorate of the Ministry of the Merchant Marine

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PLAN (D)

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Ship Repair Workshops #55,
#27, and #53

(not drawn to scale)

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PLAN (D)

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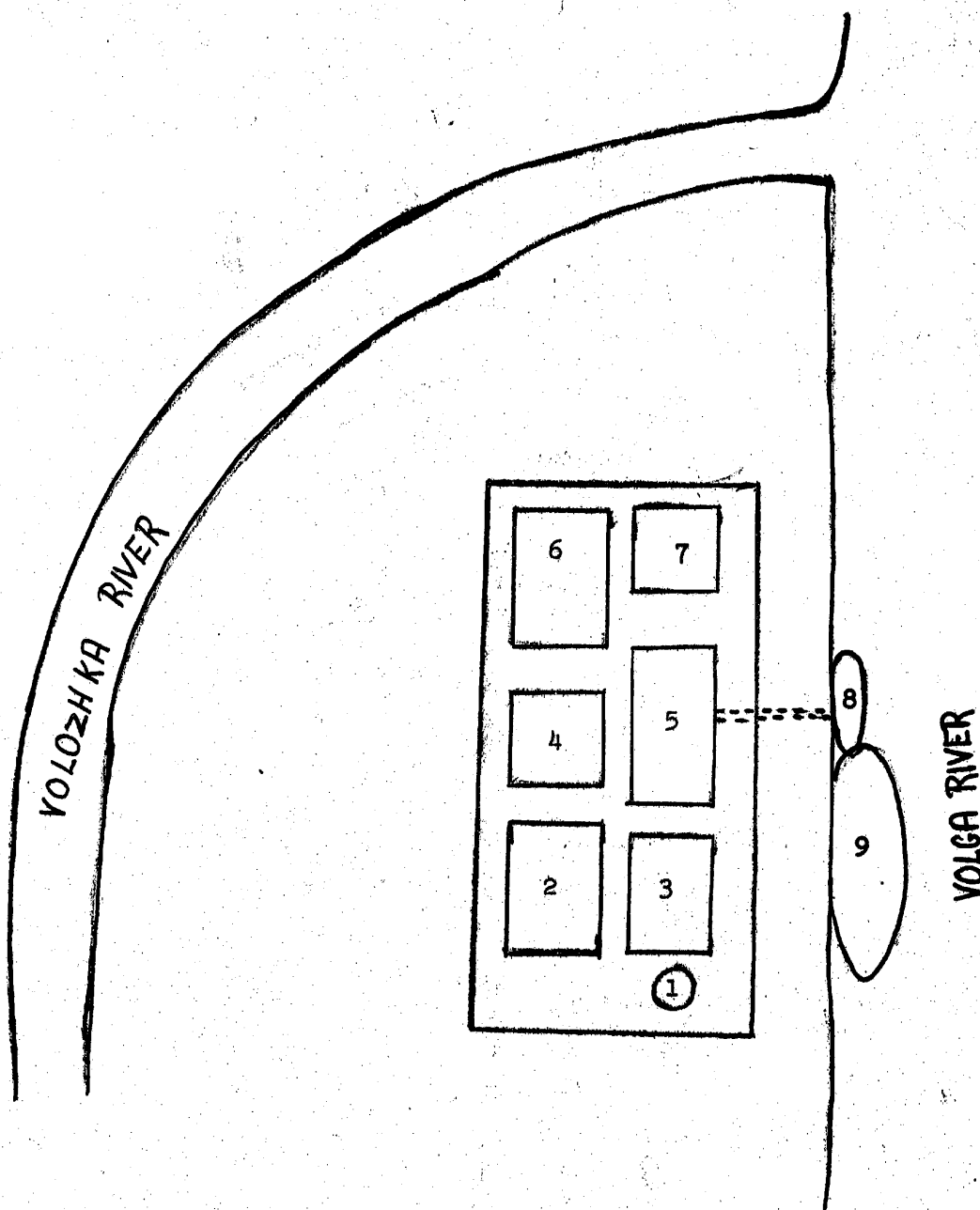
1. Office of the planning section and pay office
2. Mechanical workshop
3. Office of the mechanical workshop
4. Workshop superintendent's office
5. Superintendent's secretary's office
6. Assistant superintendent's office
7. Boiler Workshop
8. Warehouse and garage
9. Electrical Workshop
10. Mechanical and assembly workshop
11. Boiler workshop
12. Forge
13. Woodworking shop
14. Motor cutter, which was being repaired
15. Metal scrap workshop

SECRET

PLAN (E)

SECRET/SECURITY INFORMATION

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Legend

1. Old oil tank
2. Power station
3. Boilermaker shop
4. Electrical shop
5. Mechanical and assembly shop
6. Woodworking and paint shop
7. Shop offices
8. Steam supply vessel, with steam line running into shop
9. Old wooden, floating dry dock

Ship Repair Workshops imeni
Artema Sergeyeva (not to scale)

SECRET